

Rich Mixture



Martin Valent on course in Lincoln, Nebraska, for the ProSolo Finale.



October 2009

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To Hell (or Nebraska) and Back *Tales From Solo's Biggest Party*

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www.swvrscca.org

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Front Cover: Shamelessly lifted from GotCone.com

Back Cover: From the "You Can Autocross (Almost) Anything" File, a Subaru Forrester on course in October. Photo by Martin Valent.

Upcoming Events

DATE	EVENT	LOCATION
November 6	Club Meeting	Valent House, Charleston
November 15	Last Chance AutoX	Riverside HS
December 6	Awards Banquet	Bluegrass Kitchen, Charleston
January 8	Club Meeting	TBA
January 17	Deep Freeze 2010	Riverside HS
February 5	Club Meeting	TBA
February 21	Autocross	Riverside HS

General Event and Meeting Info

- Club meetings start at 7:00 p.m., unless otherwise noted.
- Autocross registration closes ***promptly at 9:30 a.m.*** First runs being at 10:00 a.m.
- Autocrosses are not over until the trailer is packed and the site cleaned up!
- TBA = To Be Announced
- Locations may change. Contact Martin Valent or check the website for updates.
- Everyone is welcome at all meetings!

Online Registration

Online registration is available for autocross events this year. Online registration helps out on the day of the event by making the event setup process much smoother. Please sign up online and help us make the event go faster, smoother, and better for everyone.

Register online at
<http://www.autoxrs.net/registration>

All *Rich Mixture* content, including pictures, is produced by the editor, unless otherwise noted. Submissions welcome.

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September AutoX - by Jason Vehige & Mike Francis September 20, 2009 Riverside High School, Quincy, WV

PL	Driver	Car	Run 1 Run 5	Run 2 Run 6	Run 3 Run 7	Run 4 Run 8
Super Stock						
1T	Jack Sampson	Corvette Z06 CE	38.177 36.331	39.071 35.991	35.895 36.553	35.570 35.373
2T	Chuck Clark	Corvette Z51	37.799 36.524	36.694 36.453	36.792 35.714	36.147 36.173
3	Scott Johns	Corvette	41.574+off 38.738	39.378 37.696	38.336 37.944	38.252 37.205
4	Ken Houdyschell	Corvette Z06	42.586 39.916+1	41.552 39.160	40.199 39.870	39.129 39.495
C/Stock						
1T	Martin Valent	2001 Miata	37.434+1 37.043	36.770+2 36.467	36.954 36.442	36.165+1 36.648
2	Rob Godbey	2001 Miata	40.905 39.129	40.302 38.973	40.610+1 38.643	39.681+1 39.188+1
D/Stock						
1T	Kevin Smith	MazdaSpeed 3	37.447+1 37.283	37.310 38.563+1	37.217 37.626+1	38.091 37.252
2	Jon Byrne	MazdaSpeed 3	38.785 38.408	38.608 38.461	39.100 38.694	38.542 37.943
E/Stock compare to C Stock						
1	Tara Romberger	1993 Toyota MR2	41.726 39.666	40.217 39.428	39.935 39.908	38.653+1 39.142
G/Stock compare to D Stock						
1	Rob Bowling	Mazda MX6	45.147 42.144	43.625 42.461	44.747 41.871	43.085 41.939
A/Street Prepared compared to =>E Mod						
1T	Bill McKee	M3	40.355 38.694	38.845 37.524	38.089 37.724	38.031 37.424
B/Street Prepared compared to ASP						
1T	Mike Earnest	Subaru STi	35.485 35.656	35.156 35.887	36.813+1 35.627	35.900+2 35.595
C/Street Prepared						
1T	Judd Thompson	Porsche 944	37.970 37.375	37.363 38.134+1	36.902+1 36.386	37.017 36.791
2	Scott Byrne	Porsche 944	38.394 37.587	38.226 37.400	37.482 36.609	37.391 36.478
D Street Prepared						
1T	Miro Valent	Acura integra	37.033+1 37.070+1	40.267+1 36.647+1	37.587 36.220	36.811 36.583
2	Brandon Wood	Dodge Omni GLH	32.792+off 39.255	41.996+1 38.615	39.621 38.798	39.865+1 38.899
F Steet Prepared compared to DSP						
1T	Chris Rhodes	Focus ZX3	39.839 39.494	39.538 38.767	38.923 38.894	39.530+1 38.556
E/Modified = . No compare to class						
1	Bob Bowling	Chevy S-10	47.231 45.224	48.302 43.797	49.299+2 44.723	45.176 45.745+3
Street Touring compare to STS						
1T	Jim Pryce	Honda Civic	41.322+off 39.116	39.650+off 39.030+off	38.907 38.613	38.911 38.866

PL	Driver	Car	Run 1 Run 5	Run 2 Run 6	Run 3 Run 7	Run 4 Run 8
Street Touring Sport						
1T	Pat McCallister	Honda Del Sol	38.994 39.105	44.247+2 38.143	41.048+off 48.665+off	37.914 38.440
2	Jeffrey Boggess	Honda Del Sol	40.391 40.515	39.198 38.689	39.495 38.822+3	41.038+off 39.056
Street Touring Xtra						
1T	Michael Francis	Sentra SE-R SpecV	37.670 37.112	36.802 36.708	36.927+1 36.559	76.140+off 36.644
2T	Brandon Hullet	Mitsu Eclipse	39.849 38.520	39.668 39.437	38.859 38.583	38.375 39.373
3	John Sipes	VW GTI	39.693 38.450	38.978+1 38.834+1	38.791+1 38.747	DNR 40.609
4	Christian Reeves	VW GTI	41.897+off 39.046	40.703 39.291+off	39.459 40.796	39.138 38.977
Street Modified						
1T	Chris Moore	Subaru WRX	42.246 38.267	38.237 37.244	38.759+1 37.053	38.351+1 36.508
2	Christopher Mann	2000 Subaru Legacy Wgn	38.353+1 37.002	37.539 36.942+1	38.247 37.344+4	36.902 36.660
3	James Lanham	Plymouth Lazer	44.454+off 41.830	43.865 41.498	43.153 41.575	41.734 40.714
Super Street Modified compare to XP => no class						
1	Matt Kessler	Miata	42.564 43.883+off	41.654 39.598	40.498 39.579	39.581 39.057
Formula 125(Kart)						
1T	Robbie Nelson	Kart	32.138 31.857+off	31.317 30.420	30.787 32.316	30.671 30.763
2T	Jason Vehige	Vanspeed / SGM	31.506 31.337	33.159+3 30.736	30.910 30.964	30.558 30.938
3	Brian Boggess	Vanspeed Sirio	35.220 30.845	31.470 32.534+1	31.818 31.086	30.909 31.332
4	John Taylor	Arrow/Yamaha	73.440 60.588	44.460 38.819	39.915 60.661	39.698 36.686
5	Dustin Shapero	Arrow/Yamaha	48.634 78.383	44.769 39.304	46.347 37.538	42.833 37.392


+x = number of cones (2 seconds each) oc = Off course -time does not count
A **bold** time indicates the driver's fastest time



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Raw				PAX			
Driver	Class	POS	Behind	POS	Driver	Time	Behind
Robbie Nelson	F125	1	0.000	1	Robbie Nelson	29.112	0.000
Jason Vehige	F125	2	0.138	2	Jason Vehige	29.244	0.132
Brian Boggess	F125	3	0.425	3	Brian Boggess	29.519	0.407
Mike Earnest	BSP	4	4.736	4	michael francis	30.051	0.939
Jack Sampson	SS	5	4.953	5	Mike Earnest	30.199	1.087
Chuck Clark	SS	6	5.294	6	Jack Sampson	30.279	1.167
miroslav valent	dsp	7	5.800	7	Kevin Smith	30.481	1.369
Judd Thompson	CSP	8	5.966	8	Martin Valent	30.502	1.390
Martin Valent	CS	9	6.022	9	Chuck Clark	30.571	1.459
Scott Byrne	CSP	10	6.058	10	miroslav valent	30.606	1.494
Chris Moore	SM	11	6.088	11	Jon Byrne	31.075	1.963
Michael Francis	STX	12	6.139	12	Pat McCallister	31.089	1.977
Christopher Mann	SM	13	6.240	13	Judd Thompson	31.365	2.253
John Taylor	F125	14	6.266	14	Scott Byrne	31.444	2.332
Scott Johns	SS	15	6.785	15	Brandon Hullet	31.544	2.432
Kevin Smith	DS	16	6.797	16	Jim Pryce	31.585	2.473
Dustin Shapero	F125	17	6.972	17	John Sipes	31.606	2.494
Bill McKee	ASP	18	7.004	18	Chris Moore	31.652	2.540
Pat McCallister	STS	19	7.494	19	Jeffrey Boggess	31.725	2.613
Jon Byrne	DS	20	7.523	20	Christopher Mann	31.784	2.672
Chris Connors	ESP	21	7.867	21	Scott Johns	31.847	2.735
Brandon Hullet	STX	22	7.955	22	Christian Reeves	32.039	2.927
John Sipes	STX	23	8.030	23	Chris Rhodes	32.040	2.928
Chris Rhodes	FSP	24	8.136	24	Tara Romberger	32.214	3.102
Jim Pryce	ST	25	8.193	25	Rob Godbey	32.344	3.232
Brandon Wood	DSP	26	8.195	26	Chris Connors	32.391	3.279
Rob Godbey	CS	27	8.223	27	Bill McKee	32.409	3.297
Jeffrey Boggess	STS	28	8.269	28	Brandon Wood	32.630	3.518
Christian Reeves	STX	29	8.557	29	Ken Houdyschell	33.494	4.382
Matt Kessler	SSM	30	8.637	30	Matt Kessler	34.214	5.102
Ken Houdyschell	SS	31	8.709	31	Rob Bowling	34.376	5.264
Tara Romberger	ES	32	8.722	32	John Taylor	35.109	5.997
James Lanham	SM	33	10.294	33	James Lanham	35.299	6.187
Rob Bowling	GS	34	11.451	34	Dustin Shapero	35.784	6.672
Bob Bowling	EM	35	13.377	35	Bob Bowling	39.155	10.043



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**Minutes of the September 2009 Club Meeting of the
Southern West Virginia Region of the Sports Car Club of America**

Members present: Jack Sampson, John Taylor, Dustin Shapero, Miro Valent, Jason Vehige, Cathy and Chuck Clark, Brian Boggess, Robbie, Ashley and Alex Nelson, Chris Mann, Mike Francis, Martin Valent, Tara Romberger

Nonmembers present: Nicole Lawson, Brenda Vehige, Joe Jones, James Lanham, Amy Francis

Location: The Clark House, 18 September 2009

Start: 7:55 pm

- Banquet – It will be held at Bluegrass Kitchen on Dec. 6 or 13. We have requested the 6th and will finalize this asap. \$30 per person, but club will cover \$10 - you pay \$20. It includes 3 choices for dinner, salad, dessert, drinks and full cash bar. We will use satellite radio for the music. Members will take of audio and visual items. **All rotating awards need to be returned at October meeting or directly to Martin by the end of October!** Martin/Tara are designing invites and they will be mailed out in the following weeks along with being posted online.
- Potential new venues – Jason is still working on the stamping plant in South Charleston. We received news that the Kanawha Valley Raceway Park will be adding more pavement within the next 2 years. Jason is ordering site acquisition packets for these and other potential new sites.
- Upcoming events – Oct. 2 is the annual chili membership meeting at Scott's house, Oct. 18 Riverside AX, Nov. 6 meeting at Martin/Tara's house and Nov. 15 is Riverside AX.
- 2010 Autocrosses – should have 2 weekend events at Elkins along with a 1 day event at Parkersburg. These are in addition to our normal Riverside autocrosses.
- BOD elections – Martin, Judd and Tara are up for re-election. Martin is ineligible for any more terms on BOD. Currently, Brian Boggess, Mike Francis and Tara Romberger are running.
- Junior Karting Program – Robbie and his kids have been participating in the pilot program at OVR. He would like to start a Junior Karting Program in our region. This program would be for kids ages 8-16. They would have the same safety gear as regular karters, but would have their own driver's meeting and **all cars would not be allowed to run on course or in the grid when the junior karts are running.** It would require 3 youth safety stewards (2 years of SCCA experience and knowledgeable about karts) – Robbie, Jason and Brian have all submitted their applications for this. If we could run at least 4 events next year, we could apply to run the pilot program (for kids younger than 8).
- Miscellaneous – Awards will be handed out at the end of each event AFTER the course has been cleaned up! We also need to reschedule the safety steward class.

End: 8:35 pm

Submitted by Tara Romberger, SWVR Secretary

**Minutes of the October 2009 Club Meeting of the
Southern West Virginia Region of the Sports Car Club of America**

Members present: Jason Vehige, Mike Francis, Kevin and Geri Smith, Scott Byrne, Dustin Shapero, John Taylor, Jack Sampson, Chris Mann, Nate Manchin, Tim Maddox, Martin Valent and Tara Romberger

Nonmembers present: Brenda Vehige and Amy Francis

Location: Scott Byrne's House, 2 October 2009

Start: 7:25 pm

- Potential new venues
 - o Site acquisition packets handed out
 - o Jason still following up on stamping plant
 - o Scott will set up meeting with county commission to propose using some available land for auto-cross purposes. Once meeting is set, group of members will pitch idea to the commission. Meeting will stress the autocross bringing economic development to the area.
 - o Will aggressively pursue lots in other areas (Huntington and Parkersburg)
- 2010 events
 - o Elkins airport events are not looking good
 - o Discussed pros and cons of merging with Rivercities Region
 - o Karts are welcome at Rivercities events
 - o Will have novice class for our 2010 events to encourage our new drivers. Also discussed other ways to keep new drivers from being discouraged and to keep them coming back. Suggestion to break down results in 2 categories – cars and karts.
- Upcoming events
 - o Hoping to hold two day event in October (October 17 and 18). Saturday would be a test and tune and Sunday would be a points event. Scott will follow up with Riverside to see if this is possible. If able to hold Saturday test and tune, will also have a safety steward class on the same day.
 - o Send e-mail to all the people registered from the past 4 months letting them know about this event
 - o November membership meeting will be Nov. 6 at Martin and Tara's house.
 - o Banquet will be held on Dec. 6 at Bluegrass Kitchen. Invitations will be sent out shortly.
- Web site - Mike Francis is willing to take over
 - o Talked about posting the standings for championship points throughout the season
 - o Update the pictures folder on a regular basis

End: 8:28 pm

Submitted by Tara Romberger, SWVR Secretary

Jason & Boggie Go to Lincoln, by Jason Vehige

Early in the year I decided that I was going to make the trip to Nationals. Brian was starting to co-drive with me and he was game to come along for the fun. His one request was that we hit up the World 100 at Eldora Speedway on the way home!! First off we needed to get in a Divisional to avoid the "penalty" fee that you get at Nats if you don't do at least one Divisional or National Tour event during the year. We went to the Great Lakes Divisional in Columbus OH to take care of that. With the Divisional done all we needed to do was start preparing for the trip. Hotel reservations in Lincoln were made and we planed to stay at my brother's house near St Louis as a half way stop. We would be in Lincoln from Monday Sep 7th through Friday Sep 11th. Our Plan was set!!

During the few weeks leading up to the event Brian and I made sure the kart was well prepared, clean and ready to go. A fresh set of tires were ordered, and a new hard rear axle was installed (to try to increase rear grip). We loaded up the trailer with pretty much every kart part and tool I own. On the morning of September 6th we were bound for Edwardsville Illinois where we would stay overnight with my brother Ben. While at Ben's place we were also able to visit his wife Beth, and daughters, Elise (1) and Isabel (3). My cousin Adam Vehige was also able to drop by for a while. It was a short visit but we had a great time. Brian and I also enjoyed some good St. Louis style pizza. Monday morning we were on the road again for another 7 hour drive straight into Lincoln.

We arrived in Lincoln early in the afternoon and headed for the event site. We got our grid assignment (a spot saved by and next to Tom an

F125 guy out of New Mexico) and unloaded the kart so we could get ready for tech. We put on the required stickers and got through tech with no problems. We were also able to get some test runs scheduled for the next day around noon. We finished off Monday with the welcome party at the Speedway Motors Museum. The food there was good and the facility was AMAZING. Tons of old race cars, toys, flat heads galore, and the largest collection of vintage race motors in the world. Just this one night was worth the drive!!

Tuesday we had breakfast at the hotel and headed to the site to get ready for our runs on the practice course. For the practice runs we used an old set of Vega Yellow Tires I got from Nate (thanks again man). I was first up and took 3 runs on the practice course. Conclusion was that the grip level was high and the course was VERY rough. So with that info Brian headed out for his runs. First run looked ok with a spin for good measure and then a bit better on the next. That is until the finish where the kart motor stopped for no apparent reason. We tried to re-fire the motor with no success so we headed back to the pits.

For hours we checked everything we could... We were pretty sure the fuel was good, we saw spark, still no start. I then called Jim Russell Jr. at Russell Karting for assistance. He gave us a few more ideas including a way to check the ignition timing. Nothing we tried worked... every once and a while the motor would fire for a second then die. That was the best result we could get. We had a decision to make. Option one was to head to Kansas City where Russell Karting is located to diagnose and repair the problem. Option two was to pack up

and go home. For us going home was not really an option so we called it a day and planed for an EARLY morning departure for KC.

Wednesday at about 5 AM we left for Kansas City. We arrived at Russell Karting shortly after 8:30 and meet up with Jim. The facility there was impressive!! A very nice shop area complete with CNC milling and cutting machines all connected to a large warehouse full of kart stuff. Jim got to work. He removed the motor and took off the barrel. Everything inside looked to be in good order and Jim advised me I am jetting the carb plenty rich. Next we put the coil on an ignition dyno. Bingo! we had our problem. Yes the coil would produce spark but not all the time and not at any useable RPM. Put everything back together with a new coil and it fired right up. After a quick stop for some KC BBQ we were heading back to Lincoln with a running kart, some Russell t-shirts, new stickers, and I had a slightly lighter wallet but a new coil. Jim went beyond the call of duty and only charged me a fraction of the labor he could have. By 3:30 we were back at the site just in time to check in at registration and get a few more practice runs in. We did manage to break a side pod mount scrubbing in out new tires but Brian was able to locate a welder and an F-Mod guy to do a quick and dirty repair on that. A very very long day for sure but we were ready to go for the event!!

From this point on my memory of the event is pretty much a blur. Thursday Brian and I were both clearly off the pace. Brian had trouble just getting in a clean run. I was doing ok, getting faster each run until the third and final run of the day. A mistake early in that third run ruined what could have been a good improvement. When the dust settled I was in 17th and Brian was in 21st... We were going to have to go faster Friday!!

Friday went much better (some sleep probably helped too). We both improved each run and ran some solid mid pack times. I was able to move into 15th and Brian climbed into 19th. The courses were both a lot of fun and both were a big challenge for us compared to the small short or multi lap courses we have at home. The event for me was not so much about the actual runs. We had such a great time meeting people and I was able to see a lot of old friends from the Atlanta Region. The whole F125 group

was great and I plan to travel some next year to run with some of them.

Friday evening we went to the Awards Banquet for some food and to see everyone one last time. Sometime not long before 10pm we hit the road heading toward Eldora Speedway!!

There are many things in life I do not recommend. I now have one more to add to my list. Driving 12 hours straight after a full week of travel and racing is NOT a good idea. I drove for the first leg, Brian did the middle stint, and I finished up in the morning. When Brian woke up after a long nap he asked me where we were... I had no clue. Oh yeah I had missed a turn somewhere and now Betty (my semi trusty navigation machine) was taking us to Eldora via the B roads. Yes it was scenic but I just wanted to get there. We did eventually make it to Brian's Dad's hotel room near the track and crashed for a few hours. We got up at 3pm,

grabbed some food and headed to the track. It was the first time I had been to a big dirt race and I was not disappointed. The World 100 is one of the biggest Late Model Dirt races of the year and if you can pull off going I highly recommend it. Next up on my list is to hit up a Winged Sprint race. Sunday morning Brian's dad treated us to breakfast and we then turned south towards home!!

Over the course of the week we covered 2600 miles averaging 61 MPH for a total drive time of about 41 hours!! We somehow managed a top speed of 92 MPH (must have been at the event because we are law abiding drivers). I refuse to add up my costs because ignorance is bliss!! So the big question is, was it worth the trouble?? Yes!! So much so that I am already planning my attack for next year!! I would love to have a SWVR compound next year!! Who else wants to join the madness??!!

RE's Corner, by Jason Vehige

I wanted to thank everyone for working together to make this year such a success! We have seen increased attendance at our monthly autocross events and our membership meeting attendance is up too. If anyone ever needs directions or information about a meeting or event do not hesitate to call or e-mail me.

September saw another good turnout at Riverside. Mike Francis and I drew up very similar courses before hand making the collaboration quite easy. The whole event went well with plenty of runs and the course turned out to be a lot of fun by most reviews. It was also neat to watch John and Dustin improve with each run in their new toy. I am pleasantly surprised at how quickly the F125 group has grown. Oh, one more thing, look out for that new guy Mike Earnest, pulling off fastest car of the day over some experienced drivers in good cars.

The season is going into the final stretch with just 2 more events to go. Scott will be setting up the October Event and Jack will take charge of his traditional post for the Last Chance. To wrap things up I am happy to announce that this year we will have the Awards Banquet on the evening of December 6th at the Bluegrass Kitchen. We will celebrate 2009 and look forward to having even more fun in 2010!!

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